



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

January 2013

Picture of the Month



Anyone who has flown south in Illinois will have seen vast areas of wind turbines used to generate electricity, like the ones pictured here. According to Wikipedia, U.S. wind power capacity now exceeds 46,919 MW and supplies 3% of the nation's electricity. Photograph by Larry Schubert.

Learning to Fly at 68

By Ed Moricoli

One day while at work I was talking with Neil Anderson about airplanes and he mentioned that he was going to rebuild a North American Harvard (a T-6 Texan operated by the Canadian Air Force). I asked him if I could donate my time to help him. Neil gave me a quizzical look and didn't say anything. I insisted that I wasn't joking and told him anything he wanted done, I'd be more than happy to do it.

About a month later after a few more conversations with Neil, he called and asked me if I wanted to go flying with him in his J-3 Cub. I couldn't pass up this opportunity so off I went to Galt Airport not knowing what to expect.

I had not been in a small aircraft in about 45 years so to say the least I was a little apprehensive.

The first major hurdle was to figure out how to get in the airplane. After a few minutes of untangling my legs I made it in the front seat and off we went. When we took off from runway 27 I must confess I was holding on for dear life! After a few minutes of flying Neil told me to take the stick and gave me a couple of pointers on what to do! I darn near wet my pants but I "steered" the plane towards Woodstock and after a few minutes of "steering" the airplane I felt more comfortable with myself. And that's when it hit me; I was hooked, line and sinker about flying an airplane! When we came back to Galt, Instead of being 68 years old I felt like an eight year old kid in a candy store!

February 2011 was when I started to work on the T-6, and that and

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Editor's Note

Happy New Year to all our readers. We hope to bring you another twelve fun filled and somewhat educational issues of Galt Traffic this year.

I would like to thank everyone who contributed articles and pictures to the newsletter last year. It is thanks to the generosity of all of you that GT continues to entertain our readers month after month.

In this issue we introduce a new writer, **Ed Moricoli**, who volunteered to write a series of articles on his experiences as a student pilot. I am very excited to hear about the trials and tribulations of learning to fly from his perspective — I am sure it will bring back memories from my own student pilot training. And for those of you who are not pilots, it will give you a taste of what every pilot goes through to earn their private pilot certificate.

For anyone who has been following my aviating progress throughout the past year, I exceeded my goal of 40 hours and flew a total of 46.4 hours. That included my complex rating and my first hour of dual in a tailwheel airplane (thanks to **Larry Ewing!**). Somehow I managed to fly every month except for December.

This year I want to fly some longer trips and try to reach a minimum of 50 hours. "Why so many hours?" you may ask.

The first reason is there are a few things I would like to do that require a minimum of 250 hours and at the moment I only have 174.

Another motivation is my

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Ed Moricoli having fun at Galt Airport.

thinking about flying soon became an obsession! My first job was to remove all the old paint from everything - talk about a messy job, whew! Anyone who has done that knows what I am talking about, but I was having a ball. You may think I am a bit touched in the head but being around aircraft and actually working on one is a thrill for me!

Over the next few months Neil started to bug me about taking flying lessons. Every time we were working on the plane all he did was "nag" me about learning to fly, god he was relentless! Then one day he suggested that I buy a Cub and take lessons in it because it would be cheaper than renting a plane and taking lessons! Can you imagine, I hadn't even taken a lesson and now he's telling me to buy a Cub! "Sure Neil, how I am I going to explain that to my wife let alone talking to her about taking flying lessons!"

When the weather improved, Neil and I would be working on the T-6 and after a bit, he would announce that it was time to fly, so off we would go in the Cub! Neil would show me some basic maneuvers and then I would do them, of course it was

Neil who was doing most of the controlling of the plane but to a rookie it was great! One day after landing and heading back to the hanger Neil told me to taxi the plane! What a sight to see! If there was a cop around I would have been arrested for driving under the influence!

I was still procrastinating about taking lessons and - you guessed it - Neil kept on "nagging" me about it. During this time my aviation obsession continued to grow and I joined the EAA, the Warbirds and AOPA, but I still wasn't even remotely close to taking a lesson!

Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court room for the McHenry County Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.

Find out what happened next in the February issue of Galt Traffic. Ed will continue his story about how he got hooked on aviation and we'll find out how Neil finally managed to persuade him to learn to fly.

intention to buy a Mooney with my husband and another couple. I am hoping the more experience I have in a complex airplane, the cheaper my insurance will be for the Mooney!

Also grounds for flying a lot is **Larry Schubert's** excellent advice that the more you fly, the cheaper it gets — that is what he told his wife, so it must be true! (See "So, What Does it Really Cost to Own an Airplane, in the September 2012 issue of GT). I am using his words of wisdom to justify buying an airplane. Lucky for me my airline pilot husband doesn't need much persuasion on that subject.

In addition to building hours and saving money I am hoping to continually improve my piloting skills and maintain my currency. I learn something new every time I fly but there are still many areas I could improve upon (like crosswind landings, urgh).

This year might also be the year I get my instrument rating. I know I *should* do it because everyone says it makes you a better/safer pilot. After reading too many articles about VFR pilots inadvertently flying into weather they were not trained for, with tragic results, I fully understand the benefit of instrument flight training. But the thought of all that studying for the written test, a minimum of 40 hours actual or simulated instrument time and another checkride is daunting to say the least.

I am still mulling it over and considering the different training options such as home study versus formal ground school, or weekly lessons versus a 10-day accelerated course. But the more I think about it the more I realize that the instrument rating would go a long way to reaching my goals of becoming a more proficient pilot and flying 50 hours this year. Oh crap, I think I just talked myself into it!

Beth Rehm, Editor

Flying the "little" DC-9

By Captain Jeff Hill, Sr., TWA
1964-1997

The first DC-9s to come off the production line were the 'dash ten' series, around 1965. TWA's were officially DC-9-15s. This was another case of getting what was a 'little rocket ship' – until Douglas started stretching it. Douglas merged with McDonnell in 1967 and they became the McDonnell-Douglas (MD) series, and finally the Boeing 717 after Boeing ate McDonnell-Douglas in 1997. *Many* of the later models are still in service; American, and I think Delta, both have very large fleets.

The 'little 9' was a real performer, weighing only a little over 90,000 pounds and having two JT8D-7 engines each producing 14,000 pounds of thrust. My biggest surprise in flying it was that it flew the glide slope in a nose down attitude, much like the Connie, but unlike any other jet I ever flew. I'm told this is not true of the later, bigger (stretched) models.

We only flew 9s for a few years then we sold the fleet to Ozark because we felt the B-727 was better suited to the needs of our domestic market. (Ozark's fleet, by then all later models, came back when TWA purchased Ozark in 1986.)

We operated the 9s mostly on short routes east of Kansas City and they were conventional in most respects. One thing I remember is that the alternate pressurization system was nothing more than a lever directly connected to the outflow valve. This required the co-pilots full attention which rendered him useless for any other duties in an emergency if he had to manually control cabin pressure. I think this arrangement was found only on the dash tens. Another anomaly was the magnetic compass which was mounted on the bulkhead behind and above the co-



Photo provided by Jeff Hill.

pilot's head. The compass card was printed 'inside out', or in a mirror image, and was read by way of a small rear view mirror on top of the glare shield. A line that became a classic was when a captain asked a new hire co-pilot what that mirror was for. After the co-pilot answered correctly, the captain would say, "No, that's so the new co-pilots can check their pimples."

Another big difference was that it was the only TWA airplane I ever flew with a two man crew which was an interesting experience. It seems there was more camaraderie with the two man crew. With three, often it would develop into a bit of a two against one situation, especially with two new hires and one old WW II vet. A standing joke among new hires was that the purpose of having a Flight Engineer (F/E) on board was to help the First Officer (F/O) get the old sob (the captain) out of his seat if he had a heart attack! The DC-9 operation was fun; two twenty something guys with two twenty something girls hopping up and down the Ohio Valley for a

month together. Sort of like getting the keys to Dad's car every night.

But my most vivid memories of flying the 9 have nothing to do with the airplane; they have to do with what I was doing in it. I had only been with TWA for about three years when the first new hires (1963 & 1964 hires) began to be awarded captain bids. Student captain training was done in the DC-9 as it was the junior equipment at the time. Very few of us had flown the 9 and I had only flown as F/O on the Connie and the CV-880. I did not bid a captain vacancy, I was assigned one! I had recently turned twenty six and had just a few more hours than the 1200 required for an ATP at the time.

The whole program took exactly nine months; what a coincidence. Management was scared to death turning us 'kid captains' loose with a jet airliner and looked at us with a jaded eye. It was an 'up or out' program, no second chances and no reverting to previous status. The failure rate in the DC-9 upgrading

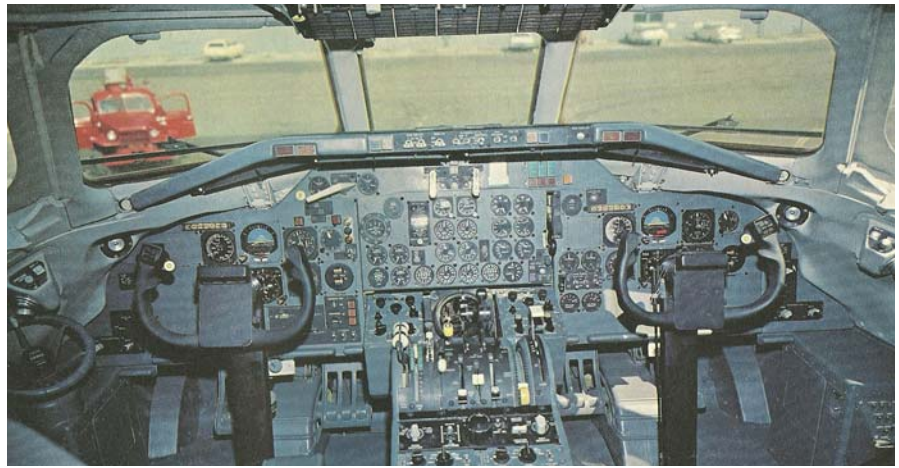
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program was 14%.

The program called for training and flying the rating ride in Kansas City. Then a minimum of 50 hours in the left seat with a line check airman, a semi-final with another check airman and a final check with the domicile DC-9 Flight Manager. After my first 50 hours with a really great 'instructor,' I was amazed at all the good sense he taught me. I received a second 50 hours with another check pilot whose last name started with an 'Mc' and we nicknamed Captain McNasty. I had had the carrot, now came the stick but when the 50 hours were up he recommended me for a 'semi final.'

All one has to do to make life tough for a 'checkee' (two man crew) is to do, and say nothing at all – let him fly solo until he messes up, then see how good his recovery is. That is what this 'checker' did. The first day of our two day, ten leg trip went fairly well. Beginning our descent on the third leg on the way home I failed to note that my 'co-pilot' had not started the cabin down – until our altitude got down to the cabin altitude. Well, all I



could do was request a slow descent, about 500' per minute, costing the Company the Lord only knows, how much time and money. Busted.

I went home to tell my bride of just a few days short of one year and who was due to deliver our first born at any minute that my career with TWA was over. After hardly a moment's pause she said, "That's all right, our happiness does not depend on TWA." No wonder I love her. I was set up for an 'evaluation ride' with one of the DC-9 Flight Managers and that went okay. A few days later Jeff Jr. was born and a couple of days after that I went out for my final check with the head guy.

I thought things went okay, but he never said a word, and well, who knows? We caught the crew bus to our hangar and as we got off he started chatting with another DC-9 check airman who was about to board the bus and in parting, almost as an after thought he said, "Oh, I want you to meet our newest captain."

Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also the Editor of TARPA Topics, the newsletter for active and retired TWA crew members.

Galt Traffic Classifieds



PARTNERS WANTED FOR CESSNA 182Q

Looking for partners for a low time, 1977 C-182Q Skylane with no damage history based at Galt Airport (10C). N735ZH. IFR. 2639 Total Time. 91 SMOH at Poplar Grove Airmotive. Prop 205 SOH. EDM 700 engine

analyzer. Garmin 496 GPS. New bladders 2012. New leather interior and upper trim. Very nice paint. Fresh annual July 2012 at JB Aviation. Previous owner did \$50,000 plus last couple years. Sold because of lost medical. For more information please call Ed Pudlo at 847-507-6962 or Justin Cleland at 815-648-2433.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

BUY A CHAPTER 932 MUG OR T-SHIRT

We are now selling various items featuring the new chapter logo. We have EAA Chapter 932 coffee mugs for \$8.50 each and t-shirts for \$20. Other items such as baseball caps will be available soon. If you have an idea for something else you'd like to buy with a chapter logo on it, please let me know. You can buy the mugs and shirts at chapter meetings or any time you see me at the airport!

If you want to reserve an item just send me an email at editor@eaa932.org.

Professional Opinions

Tips for safe and enjoyable night flying

By Captain Eric Rehm

Another winter season is upon us and daylight hours are pretty scarce. For those of us who are uncomfortable flying at night, this can really impact our ability to take to the air during the coldest months. Night flying does present its challenges but these difficulties can be addressed with the right planning and preparation and needn't curtail your flying activities.

I have logged 1,500 hours of night flying over the course of my career. Most of that has been in multi-engine aircraft and as part of a two person crew. That does make night flying a bit easier but I have also logged my fair share of successful single engine, single pilot night flights as well. I thought I would pass on a few tips for anyone who might be nervous about aviating after dark.

The first part of a successful night flight (or any flight for that matter) involves some thorough preflight planning. VFR pilots flying at night should pay particular attention to visibility and cloud cover. I would recommend a VFR pilot add a couple more miles visibility to his or her personal minimums when flying at night because flying in reduced visibility is just a bit more difficult in

the dark.

Cloud cover deserves a bit more attention than day flying as well. At night the horizon is defined by either lights on the ground or the stars. A 25,000-foot overcast ceiling during the day poses no issues to VFR flying but at night that overcast layer obscures the moon and stars, potentially robbing a pilot of a visible horizon line.

Flying around the Chicago area where there are ample lights on the ground will provide a pilot with a clear horizon but flying over an area that is sparsely populated with few lights, or say over lake Michigan with no lights coupled with a high overcast layer even with good visibility can be like flying in hard IFR. When flying VFR at night, a mostly clear sky or lots of lights on the ground is a must.

Terrain is something to think more carefully about as well because rising terrain can be difficult to pick out during nighttime operations. Check charts to make sure the chosen cruising altitude provides enough clearance over the ground and obstacles for the entire route. I can think of several airports like La Crosse (LSE), Prairie Du Chien (PDC) and Chattanooga (CHA) that are partially surrounded by higher

terrain on one or two sides of the airport where arrival from any side can pose challenges. If arriving from the low side be prepared to make a quick turn away from rising terrain if executing a go around and if arriving from the high side be sure to pick a descent point that will allow a safe clearance over all terrain. When in the airport traffic area utilize any and all vertical navigation aids that are available, such as VASIs or the glide slope of an ILS because they will provide adequate terrain clearance if properly followed.

Be sure to pay attention to the various lighting aids or lack thereof and their use at the arrival and departure airports. The Airport Facilities Directory (AFD) is an excellent resource for researching what kind of VASIs, runway lights, pilot controlled lighting, etc. are at any airport. Also, local NOTAMS will provide information on any of these services that are inoperative.

So much for planning, now on to flying. FAR 91.205 and 91.209 specify that all navigation lights, rotating beacon, and if flying for hire, landing light(s) work while flying between sunset and sunrise. Be sure to check

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Real life pitfalls of flying to unfamiliar airports at night

I was flying one night to Dubuque Iowa (DBQ) with a Captain who was new to my company, new to the aircraft we were flying and had never before flown into DBQ. He chose to ignore the fact that I had been on the aircraft for five years and to DBQ hundreds of times and insisted on flying himself. To his credit, he was doing a pretty good job until we were lined up on final for runway 36.

We were VFR but following the glide slope for the ILS 36 when he announced that since 36 was a short runway, he was going to fly below the glide slope and VASI so he could make sure he would land right on the numbers of the runway. Having had the experience of many landings at DBQ, I informed him that that would not be a good idea since there was a hill with a farm house and grain silo

on top of it approximately one mile from the touchdown zone and right on centerline. This obstacle was impossible to see at night even in good visibility. To his credit he took my advice, stayed on the proper glide path and we landed safely. Had he dipped below the glide path like he wanted, we would have stood a good chance of becoming an accident statistic.

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these on preflight as well as your cockpit lights. (Don't forget to check these at your base airport if departing during daylight hours)!

To be properly prepared to go night flying, flashlights are a must. I carry two mini mag light flashlights in my kit bag with some extra batteries. I know some pilots who use the headband type of flashlight which frees up both hands. Flashlights are needed when preflighting and prior to start up while on a poorly lit, or unlit ramp. Keep them close while enroute as well as not all switches and dials on the panel may be illuminated and just in case an alternator fails with an accompanying loss of all cockpit lighting.

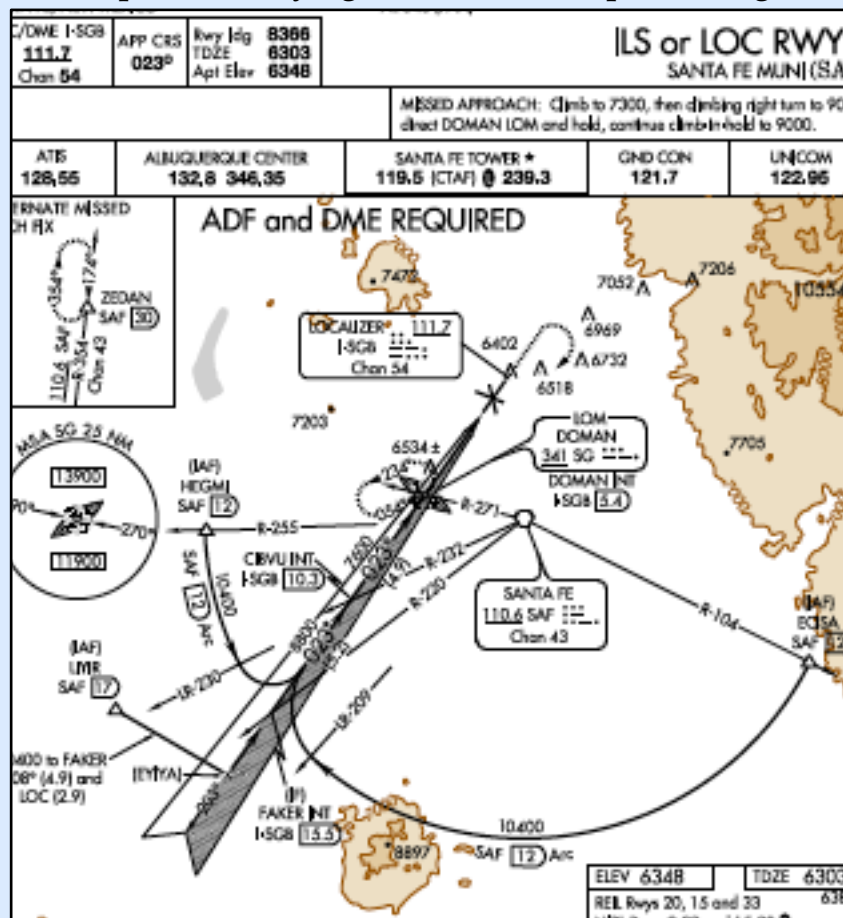
A handheld radio also is nice to have. In the case of a complete electrical failure it can be used to activate pilot controlled runway lighting.

Unplanned, off airport landings are never something a pilot wants to do and it is more difficult to find a suitable emergency landing spot in the dark than during the day. Lit areas like roads or parking lots have light poles which can make landing hazardous. I suggest landing where there are no lights; chances are it will be a field.

Flying after the sun goes down can be a really enjoyable experience. Winds tend to die down and turbulence often abates. The skies are often less congested which also means radio communications get easier and air traffic controllers are less busy and therefore more willing to help and provide services. In short, flying at night can be a smooth and serene experience not to be missed.

Eric Rehm is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated

Real life pitfalls of flying to unfamiliar airports at night



Even when you have been to an airport many times, it doesn't mean you can't get yourself in trouble while flying there at night. My friend Mel invited me to fly with him to Santa Fe, New Mexico (SAF) a couple of years ago, a place he was quite familiar with. We left a bit later than we planned and encountered some pretty ferocious headwinds so by the time we made it to SAF it was well past dark. We were on an IFR flight plan but the weather was severe clear and as we neared the airport, the controller cleared us for a visual. We could see the airport from where we were but there was a lot of blackness between us and the airport. I hadn't been to SAF before but I was pretty sure there were some cumulo-granite lurking in the area. Mel had flown into SAF before, but never from this particular direction. Even though we had a G1000 avionics suite and I had the terrain function up on the Primary Flight Display I told Mel I felt more

comfortable shooting an approach than doing a visual. He agreed and asked the controller for the ILS to 02 who then cleared us for the full approach. As you can see, the approach is a bit complicated with a big sweeping arc before intercepting the final approach course. When we flew the approach I could not tell why we had to do this maneuver as it was completely pitch black. I could see the lights of Santa Fe and the beacon of the airport but nothing between that and our position. Mel set up the approach and the G1000 made it a snap. The next morning we were driving by the airport. I oriented myself to where we were the night before and noticed there was a huge rock formation jutting up from nothing surrounded by completely flat land. That is why we had to fly the arc! This abutment was completely invisible at night, a mogul for unsuspecting pilots just waiting for someone to fly into it.

Art Galt Awakened from a Midnight Dream

By Captain Jeff Hill, Sr., TWA 1964-1997

Art Galt used to love to tell the story of how Orion (pronounced Oar'-ee-un) Samuelson showed up on his doorstep one night in August of 1996.

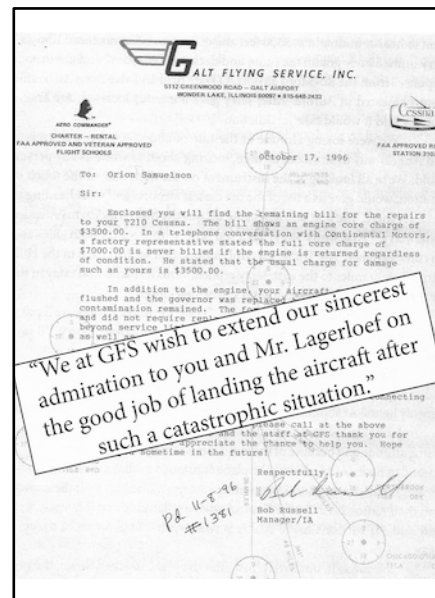
Let me back up a bit. Orion has been doing the 'Farm Report' on Chicago radio station WGN for over fifty years. Being a farm kid, I can remember listening to him as a young boy and my Dad, Lyle Hill, an agri-businessman knew him and spoke of him often.

Orion, who now lives in Huntley, has written his memoirs in a recently published book titled, "You Can't Dream Big Enough" which I was lucky enough to get as a Christmas present this year.

Whether agriculturally oriented or not, 'Ten Cees' will enjoy Chapter 15, "Air Orion." In it Orion (a lover of aviation since boyhood) tells of the night he was returning from a speaking engagement in North Dakota en route to his home base (Palwaukee) in his Cessna 210 when, "...from the front of the airplane came a loud noise, a mini explosion. The airplane started shaking violently, like it was going to come apart. The prop was still spinning, but I glanced at the gauges and saw that our power had dropped to about 10 percent."

"It's pitch black out my window except for an occasional yard light indicating a farm. But then, off in the distance about three miles away, I see runway lights! At about the same time, the instrument panel [GPS?]

and Air Traffic Control said Galt Airport was close by. Maybe not close enough. We're still losing altitude and because of the wind direction, Jerry had to turn the plane around to make an approach. The plane continued to shake violently, but the prop was still turning and Jerry managed to get it lined up with the runway and then radioed Air Traffic Control what our latitude and longitude were and said, 'If we don't make it, this is where



you'll look for us.' I thought, okay..."

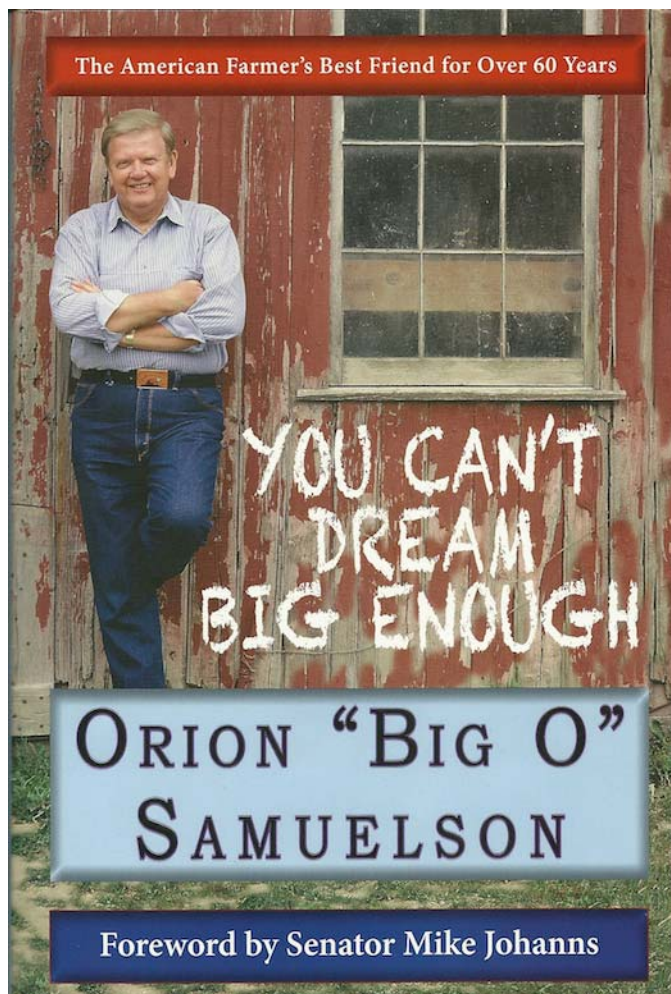
"We made it, but just barely....Art [Galt] came out of his farmhouse, wearing a nightshirt, night cap and tennis shoes. He said, 'Samuelson, what the hell are you doing at my airport at midnight?' I said, 'Art, thank you for leaving the runway lights on. It saved our lives.'

Art was a dairy farmer who flew and built a very nice 3000 foot asphalt runway next to a cornfield. About ten years earlier, he nearly lost a plane one night and decided the lights would stay on [all night] after that."

And, the lights are still on, all night, every night!

Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also the Editor of TARPA Topics, the newsletter for active and retired TWA crew members.

You Can't Dream Big Enough by **Orion Samuelson** is available from www.amazon.com hard cover for \$29.95.



EAA Chapter 932 Pilot Resource Library

The following DVDs are available to borrow from EAA Chapter 932 at the Galt Airport FBO. Please contact chapter librarian, Esther Medina, or chapter president, Bruce Schottland if you have any questions. See contact information on page 15.

Jeppesen Aerodynamic Principles on DVD

Get a complete look at the forces that keep an aircraft flying and those that work counter to it. By studying the four forces of flight - lift, weight, thrust and drag - you will learn how each force affects flight.

Attitude Flying with Dick Rutan on DVD

Finally, a flight training video that takes you above and beyond status quo aviation training programs. The Aviator Series captivates, stimulates and educates like no other training video you've seen before. Fly shoulder-to-shoulder with Dick Rutan, one of the most renowned aviators of all time. You'll not only learn new techniques for precision instrument flying, you'll achieve a whole new understanding of spatial disorientation, kinesthetic inputs, task saturation and the "other pilot."

Jeppesen GFD Private Pilot Video Series on DVD

The Jeppesen GFD Integrated Ground School DVD Series is a great resource for students & instructors alike. The Private Pilot, Instrument/Commercial Flight Instructor, & Multi-Engine DVD's augment the written materials by providing visual reinforcement of topics. The state-of-the-art graphics, animation, and aerial photography help students grasp complex concepts. The GFD Private Pilot Integrated Ground School on three DVD is a great resource for students and instructors alike. These DVD's contain 10 hours of informative and entertaining video that augment the written materials by providing visual reinforcement on a variety of topics.

Proficient Flying with Barry Schiff 3 DVD Box Set

Disc 1 examines takeoff techniques, spins, engine failure after takeoff, control surface failures, weight & balance and measuring airspeed. Disc 2 covers rejected take off & landings, slips, power off glides, pitot static pitfalls, how to fly a taildragger and accident investigations utilization through computer generation. Disc 3 features aircraft ditching, how to swing one's compass, engine operating hints, unusual approaches, how to fly a seaplane, & how it all works.

One Six Right - The Romance of Flying DVD

Experience an exhilarating documentary film that celebrates the unsung hero of aviation - the local airport - by tracing the life, history and struggles of an airport icon: Southern California's Van Nuys Airport. Featuring thrilling aerial photography and a sweeping original score, the film dispels common misconceptions and opposes criticism of General Aviation airports. Through the love story of one airport, past and present, the film shares the timeless romance of flying with all ages. USA version

121.5 Emergency Instruction DVD

Hosted by TV personality and flight instructor MayCay Beeler, this unforgettable DVD features the actual ATC recordings of pilot/ground communications in real emergencies, brought to life with stunning animation and graphics. Listen, learn, and live.

Close Calls: Lessons to Live By DVD

With more than 50,000 plus hours of "extreme aviation" between them, Bob Hoover and Wayne Handley have more than their share of compelling experiences to share. You can learn the tricks that kept these two pilots alive in near impossible situations. These lessons could save your life. 90 minutes.

Weather to Fly, Basic Concepts or Flight with Dixon White DVD

An educational video on meteorology. Dixon White, Master pilot and USHGA Examiner, introduces you to the Weather to Fly™ concepts of taking pilot experience, skill and knowledge and weigh them against the weather in the ultimate decision of "whether to fly". Dixon takes you through a simple step-by-step process showing you where to acquire weather data and how to interpret it. This video helps pilots of any aircraft understand more about modeling and forecasting. You learn about regional and local influences and how to determine winds aloft and stability. 50 minutes.

Sporty's What You Should Know Series (21 DVDs)

Whether you're a new pilot or have thousands of hours in your logbook, Sporty's What You Should Know™ Series can teach you something. You can get the information you need to learn to fly, brush up before your flight review, or even learn to fly helicopters. Each exciting DVD is produced to the high standards you've come to expect from Sporty's, containing real world information and plenty of in-flight footage. So no matter what your interest or experience, we'll teach you "what you should know" to be a better pilot.

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Tailwheel: 101

Ride along with tailwheel expert Damian DelGaizo as he guides a student through their tailwheel endorsement. Each ground lesson is immediately followed by a real-world demonstration of the topic to help reinforce the material. Take instruction from the back seat of a Cub and Stearman as DeGaizo demonstrates how to master the art of operating conventional gear aircraft from grass runways. Approx. 93 minutes.

Tailwheel: 201

Goes beyond the tailwheel checkout, building on the tailwheel basics introduced in the first DVD, Tailwheel 101. Covers advanced techniques on short field operations, advanced slips, precautionary off airport landings and more. Includes ground school and in-flight cockpit instruction. Approx. 93 min.

Tailwheel Essentials

Join two experienced tailwheel instructors for a complete introduction to flying tailwheel aircraft. Covers ground handling, normal and crosswind takeoffs, best practices for safe approaches, 3-point landings, crosswind landings and wheel landings. In-flight video goes beyond the textbook to show how to master short field and soft field conditions, plus techniques to develop coordination and precision throughout all phases of flight. Multiple point-of-view camera footage puts you in the cockpit, on the ramp and alongside the aircraft while in-flight maneuvers are discussed.

Bush Flying Basics

Bush Flying Basics brings together and explains the stick and rudder skills, aircraft performance considerations and terrain evaluation techniques used by working bush pilots worldwide.

Safe Hand Propping

Learn the step by step procedures to make hand-propping an aircraft a safe activity for you, your passengers and others. Covers essential knowledge about magnetos and impulse couplings, propeller cautions, use of chocks and helpers as well as the procedural steps of normal starting and clearing a flooded engine. Not only shows you how, in detail, to perform these procedures, but also explains the risk factors and the safety issues associated with each step of the process.

The Piper Cub: Building, Flying and Maintaining a Small Airplane

This two DVD set contains 9 Vintage films Starring the Piper Cub, also known as the L-4 "Grasshopper"

Private Pilot Oral Exam Summary Audio CD

The Gold Seal Private Pilot Oral Exam Summary is your most versatile and efficient way to prepare for the Private Pilot Practical Test - you know, the one we call the "checkride." As you've heard, there is a variety of material that can come up in your Oral Exam. But the good thing is, it has already been identified for you.

Rich Stowell: Stall/Spin Awareness

This presentation was videotaped live at one of the many safety seminars Rich has presented as part of the FAA's Aviation Safety Program, with actual flight footage inserted to reinforce the points discussed.

Rich Stowell: Getting Ready For Spins, Aerobatics, & Other Unusual Attitudes

Topics covered: Flight School & Instructor Considerations; Aerobatic Aircraft Preflight, Airspace, Parachute, & Emergency Egress Considerations; Typical Course Content, Maneuvers, and G-loads."

Rich Stowell: Emergency Maneuver Training

Based on the content of Modules I & II of the EMT® Program. Topics covered: Aircraft Controls, Stalls, Spins, Slips & Skids, Inverted Attitudes, Control Failures, Powerplant Failures, Off-Airport Landings, Checklist/Resources.

Rich Stowell: Basic Aerobatics

Based on the content of Module III of the EMT® Program. Maneuvers covered: Spin, Roll, Loop, Immelmann, 1/2 Cuban Eight, Reverse 1/2 Cuban Eight, Hammerhead Turn, Recoveries from Botched Maneuvers, Aerobatic Sequence. This DVD combines "superb aerial photography, creative use of digital graphics and excellent scripting and editing to come up with a nearly indispensable aid to those considering a departure from straight and level.

*This library is made possible by a generous grant from the **McHenry County Community Foundation (MCCF)** and DVDs on loan from EAA Chapter 932 Secretary, **Mike Evans**. We are also grateful to **JB Aviation** for allowing us to display the library in the FBO. The rules and regulations for checking out library items are still being considered and will be published when we have them figured out. For now you can assume you will have to leave a deposit that you will get back when you return the loaned item and there may also be a restriction on how long you can keep an item "checked out." These resources will be made available to everyone, whether you are an EAA Chapter 932 member or not.*

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Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

Thankfully, we managed to barely escape both of the major snowstorms that blew through the Midwest in December. As a matter of fact, we've only had one snowfall that needed plowing so far this season. Unfortunately, it was the worst kind of precipitation we can get.

As a "seasoned plow veteran" here at Galt, I can tell you that when I see a storm setting up like the one we got a few weeks ago, it makes me shudder. The problem with plowing an airport versus plowing anywhere else boils down to one word; salt. When we get a storm like the one a few weeks ago that starts as rain, but then quickly "flash freezes" into slush and ice, we don't have the luxury of spreading salt around to keep the ice from building. It's pretty simple; salt is extremely corrosive and spreading it around the airport means it would find its way into your airplane. I think we can all agree that corrosion and airplanes aren't a good combo.

So, there's only way to keep the ice from building and that's to continue plowing, back and forth, never allowing the ice enough time to stick to the pavement. Since there's simply not enough time during a storm like that to focus on every part of Galt, I concentrate my efforts on the most important part—the runway. If you came out to Galt immediately after the last storm, hopefully you noticed that while the hangar rows were still icy, the runway was completely clean. In the rare situation where we are forced to make this choice, I think we would all prefer negotiating our airplane over a slippery taxiway, rather than landing on a slippery runway.

I really hope that we don't have to worry about another storm like this for a long time but, in case we do, I wanted to make sure that you're all aware of what our mindset is when we're working against a snow like that. As always, we appreciate your patience during the clean up.

Finally, I want to thank everyone who came to this year's Holiday Party at Galt. We had a great turn-out and, as always, a lot of fun. It's always great to see everyone, and even better when there's food and drinks to share! Thank you to everyone who brought in dessert as well, they were all delicious. Also, a very special thanks to **Mike Evans** who volunteered his time (and grill) to help prepare all of the food. We couldn't have pulled it off without him and his help was greatly appreciated.

I hope everyone had a great Holiday season and we look forward to another successful year at Galt! We can't thank you enough for your continued support and generosity.



Scan this QR code with your smartphone to view a short video of a pilot's view of a night landing at Dupage Airport (DKB).



Click [here](#) if you don't have a smartphone.

NOW OPEN!

The General Store



Coffeehouse & Grocery

4409 Greenwood Rd

Coffee, Espresso, Wine, Beer & Grocery Items



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

Uh oh, the gremlins are back!

Last time they invaded the maintenance shop they messed up Brian's toolbox. This time they fooled with his desk!

Those pesky gremlins have messed up eleven different items on

Brian's desk. Can you guess what they are? If you think you know the answers and you would like to win an item of Galt gear, please email your guesses to Brian at maintenance@galtairport.com.

Answer to last month's puzzle

Last month Brian asked us to figure out what Dan Johnson was buying for his new Pacer on floats.

The correct answer was "N" numbers. Each digit costs \$15, so a "1" would cost \$15, "12" would be two digits for \$30, and "200" is three digits and therefore \$45.

I have to say that I am pretty impressed that anyone got this right. **Geoffrey Biedermann** knew what Dan was buying and is the winner of last month's puzzle.



EAA Chapter 932 News

President's Message

From Bruce Schottland, President,
EAA Chapter 932

At long last it appears that the EAA 932 library is going to open. Using grant funds from the McHenry County Community Foundation (MCCF), the chapter obtained an impressive array of educational materials that will be available for borrowing. The materials will be on display in the FBO.

Fortunately, Esther Medina graciously volunteered to act as librarian. Most of you already know Esther as the current Young Eagles Coordinator. Once we work out the details of the check out system we will publish them to the membership.

Additionally, in another stroke of luck, Ed Moricoli agreed to fill the position of Membership Chairperson. Ed is an enthusiastic, outgoing airport "bum" who spends a lot of time at Galt. He is the perfect man for the job and we are lucky to have him. Thank you, Ed.

Lastly, as the year winds to a close and we enjoy the holiday season, it is a good time to pause and reflect on the wonderful experiences and good friendships we have enjoyed this past year. I, for one, had a great year playing around at Galt Airport. But as much as I enjoy reminiscing on all those nice memories, I really can't wait for what's to come. The days are already getting longer and I'm looking forward to the summer flying season!

I hope everyone had a wonderful holiday season and has a safe last hurrah for 2012. Here's to an even better 2013!

Bruce Schottland

EAA SportAir Workshops to Implement New Model in 2013

Since first offering courses in the early 2000s, EAA's SportAir Workshops have been traveling around the country to help educate homebuilders in their journey. The workshops provide the guidance to increase confidence and skills for attendees to take home and put to use.

In 2013, starting with the workshops slated for Oshkosh in January, EAA will begin implementing a new model as eight to twelve strategically located regional sites will be established around the country, allowing courses to be offered on a more regular basis. These regional facilities should also lead to expanding both the frequency and course offerings throughout the year. The TIG welding course will continue to be held exclusively at the Alexander Technical Center, Griffin, Georgia.

"SportAir Workshops are changing and evolving," said Jennifer Bork, newly promoted SportAir Workshops coordinator. "The workshops are an important EAA offering that represent the core of who we are. We are committed to improving the workshop experience."

Each regional location will be equipped to offer fabric covering, sheet metal, and composites instruction as well as electrical systems and avionics courses. As EAA SportAir Workshops evolve, workshop attendees can expect to see expanded course offerings, more advanced skills workshops, improved quality, and other enhancements.

EAA will provide more information soon, including selected regional locations and course schedules/offerings, so stay tuned.

Time to Renew Your Chapter Membership

It's January so of course it is time to pay dues for another year of membership in EAA Chapter 932.

Regular membership is \$20, a Spouse membership is only \$10 and we accept cash or checks. Checks must be made out to EAA Chapter 932. You can bring your payment to a chapter meeting and give it to **Jean Forni**, or mail it to:

EAA 932 Chapter Treasurer
Galt Airport
5112 Greenwood Road
Wonder Lake, IL 60097

If you are not already a member and you would like to join our merry group, just come to a meeting or download our New Member Application form from our web site at www.eaa932.org.

EAA Chapter membership dues are tax-deductible.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: December 8, 2012 10:00 a.m.

CALL TO ORDER/ATTENDANCE

Bill Marinangel, Jim Ragland, Don Sword, Jean Forni, Esther Medina, Dave Spitzbart, Tom Smith, Dean Marcott, Patrick Hoffmann, Arnie Quast, Beth Rehm, Eric Rehm, Bruce Schottland, Mike Evans, Ed Moricoli, Justin Cleland, Dave Hill, Ralph Gonzalez, George Zuidema.

VOTING ITEMS

1. Approval of Agenda – Motioned by Ed, Seconded by Ralph, motion passed with no objections
2. Secretary's Report – Approval of November 2012 Minutes - Motioned by Dave, seconded by Ed, motion passed with no objections
3. Treasurer's Report – Approval of November 2012 Financial Report - \$3656 in general account. \$1655 in grant funds remain. Motioned by Bruce, seconded by Esther, all voted in favor.

PRESIDENT'S / VICE PRESIDENT'S REPORT

- Bruce thanked Dean for serving as treasurer for so long and doing such a great job. Dean has been treasurer for 4 years. We welcome Jean Forni as our new treasurer this month.
- Barnstormers fly-in - trying to get an earlier start this year to increase attendance and help the endeavor run smoother. Contacting type clubs so we can get on their schedules earlier. Trying to get the car guys on board as soon as possible. Last year Model A and Model T clubs had a conflicting event in Oshkosh. Tentatively looking at June 15th or 22nd. Still two day event? Maybe billing it as a one day event with overnight camping. If enough people camp we may do breakfast in the morning. Bruce is looking for volunteers to assist in planning and running the show. Hoping to attract more planes and cars, cooking, competitions, biplane rides. Suggestions are welcome.
- Working with Dan Johnson and Neil Anderson on a winter fly-in on the Chain O' Lakes. Dan has a contact on Pistakee Lake that will clear a runway for us.
- Working on a safety seminar for March similar to what we had last year. Tentatively scheduled for 2nd Saturday in March. Thinking of finding someone to put on a presentation on ForeFlight.
- Bruce wants to do the murder mystery but it's a lot of work. Looking for someone to chair the event. Bruce does not have the time to run it. It was a fun event but does require some planning.
- Much of our grant purchases have been made; lots of training material. We will make it available for checkout to anyone that attends a meeting. Checkout of materials may require a deposit. Esther volunteered to be the librarian. Ed suggested we should post something on the bulletin board. Justin offered to remove the old magazine shelf in the FBO so we can put a glass case in that space. Thanks, Justin!
- Beth: Shirts are here. What color hats do people want? Most prefer navy or black. Beth will get a sample. Need advertisers for the newsletter! It's sent directly to over 400 people every month, not including those that download it from the website.

COMMITTEE REPORTS

- **Aviation Club** - Justin has someone in the works that might be able to lead. Beth explained aviation club history to new chapter members. Dean has only two kids interested in continuing with the R/C club. 3 partially built airplanes and two trainers were donated.
- **Young Eagles** - Esther Medina: Would like a list of available dates next year to present to Boy Scouts and Girl Scouts.
- **New Membership** - Welcome, Dave Hill! Ed Moricoli has volunteered to be the new membership chair.

OLD BUSINESS

- Remaining grant purchases; waiting for new aviation club leader.
- Thanks to Larry Schubert for putting on a great presentation last month.

NEW BUSINESS

- Secretary - Mike continuing to serve as Secretary.
- Treasurer - Question about address - all bank materials will be mailed to the airport now. FBO has a chapter mailbox.
- Web Editor - Patrick volunteered to be our website manager. He found an inexpensive web host that will save us money.
- Trips and Outings - Visiting the B17 project or Flying the 737 sim at challenger center. Ed will follow up on the B17. Arnie's trans-atlantic ferry pilot friend might be able to do a presentation (tentatively scheduled for February). Arnie also knows someone at the Warbird Heritage Foundation at Waukegan. Beth suggested a fly-out meeting next fall. Eric suggested a fly-out to the AirZoo at Kalamazoo. Dan Johnson will be doing float plane training again this summer.
- Grill and tent have been moved out of the old storage.
- Jean: Not enough food in the freezer to make a donation to food bank worth the effort.
- Christmas party next Saturday at 6:00 in the FBO!
- Renew your chapter membership early! Talk to Jean.
- Dave asked if anyone was involved in the sailplane club. Lots of chapter interest in visiting and learning about gliders. Is anyone interested in leading this effort?

ADJOURNMENT: Motioned by Bruce, seconded by Dave S. - meeting adjourned at 11:07 AM.

Galt Airport/EAA 932 Calendar of Events

- January 12** EAA Chapter 932 general meeting, Galt Airport, 10:00 a.m.
- January 19** Tentative date for the winter fly-in at Pistakee Lake—dependent on ice and snow. For details contact Dan Johnson at captcubby@comcast.net.
- February 9** EAA Chapter 932 general meeting, Galt Airport, 10:00 a.m. followed by a presentation by transcontinental ferry pilot, Lauren Cooper. For details contact Beth Rehm at vp@eaa932.org.
- March 9** EAA Chapter 932 FAA Wings Safety Seminar, Galt Airport, 10:00 a.m. For details contact Beth Rehm at vp@eaa932.org.
- April 13** EAA Chapter 932 fly-out to Kalamazoo Air Zoo. For details contact Eric Rehm at ericrehm@att.net.
- May 11** EAA Chapter 932 Young Eagles Rally, Galt Airport (10C). Contact Esther Medina at youngeagles@eaa932.org.
- May 18** International Learn to Fly Day. Details TBD.
- June 8** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- June 15** Galt Airport Barnstormer Days Fly-in. For details contact Bruce Schottland at president@eaa932.org.
- July 13** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- August 10** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

www.flyincalendar.com

www.fly2lunch.com

www.avweb.com/calendarevents

www.generalaviationnews.com/calendar

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live safety seminars. Most of these programs qualify for FAA Wings Credit. Search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm?FA=SS&SA=ShowForm>

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at <https://www.faa.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

Vice President: Beth Rehm (847) 530-8014 vp@eaa932.org

Secretary: Mike Evans (312) 445-8866 secretary@eaa932.org

Treasurer: Jean Forni (815) 675-6897 treasurer@eaa932.org

Newsletter Editor: Beth Rehm (847) 530-8014 editor@eaa932.org

Webmaster: Patrick Hoffmann (847) 774-1599 webmaster@eaa932.org

Aviation Club Coordinator: Vacant

Young Eagles Coordinator: Esther Medina (815) 648-4798 youngeagles@eaa932.org

Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

Phone: (815) 648-2433 Email: Office@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS

Galt Tenant Price

\$5.70

(includes tax)

This newsletter is published monthly and distributed via email to approximately 400 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.
